

(SRI B. VAIKUNTA BALIGA.)

he would very much like to have the taxation rates enhanced. At the same time, the other extreme view was taken by others who wanted the Government to have regard to the poverty of the people before taxing them. I do not know which view deserves the very serious consideration of the House. In any case, members have expressed themselves and we have had the benefit of good criticisms.

It has been suggested, Sir, that the drafting is poor, Hon'ble Members will find that most of the clauses are now new. They are in the Statute Book in other parts and what has been attempted now is to bring in a measure of uniformity. Of course, the importance of the measure cannot be over-emphasized. Eversince integration, the law has been varying in different part and this sort of affairs should not be allowed to prolong. Hence a consolidated measure hasbeen brought for the consideration of the House.

I therefore move that the motion for consideration of the bill may be adopted today and so far as the clause-by-clause discussion of the Bill, is concerned, it may be adjourned and the members, as you have been pleased to say, will have ample time to look into greater detail and they would be entitled to send in amendments by the 11th or so, till 12 noon. The rest of the Bill may be adjourned to a date that is most suitable to the House.

Mr. SPEAKER.—The question is :

“ That the Mysore Sales Tax Bill, 1957, be taken into consideration.”

The motion was adopted.

Sri B. VAIKUNTA BALIGA.—Sir, I refer to rule 88 and beg to move :

“ That the debate on the Bill be adjourned to some other convenient date.”

Mr. SPEAKER.—Before I put the motion to the House, I will read the relevant rule.

“ 88. At any stage of a Bill which is under discussion in the Assembly a motion that the debate on

the Bill be adjourned may be moved with the consent of the Speaker.”

I give the necessary consent and I put it to the House.

“ That the Bill be postponed *sine die*.”

The motion was adopted.

mysore sales of motor spirit taxation bill, 1957.

Motion to consider

Sri B. VAIKUNTA BALIGA (Minister for Law and Legal Affairs).—Sir, I beg to move :

“ That the Mysore Sales of Motor Spirit Taxation Bill, 1957, be taken into consideration.”

Sir, it is well known that it is the desire of many Hon'ble Members of this House that rich people should be taxed and persons who are having motor car and are enjoying the luxury of that mode of conveyance should be taxed. This Bill has been brought in conformity with the wishes and good criticisms that have been levelled, namely, to tax the rich and decrease the tax on the poor. I welcome it.

So far as this Bill is concerned, there is little or nothing that is not known. It is only to bring about a uniform trad-ing. Sir, Hon'ble Members are aware that so far as the rate of taxation is concerned, Hyderabad area and very likely, Bombay area also, have been paying a tax at three annas a gallon. Now, we are attempting to bring it to the level of the rest of the area. I am sure that the Bill will be received with pleasure and support all round. I have great pleasure, Sir, to introduce the Bill and submit it for the consideration of the House now.

Mr. SPEAKER.—Motion moved :

“ That the Mysore Sales of Motor Spirit Taxation Bill, 1957, be taken into consideration.”

*Sri K. KENCHAPPA (Hiriyur).—Mr. Speaker, Sir, by introducing this Bill,

there is an attempt to increase the motor spirit taxation at the rate of three annas one pice per gallon. The original rate, I am given to understand, was about half of the proposed rate. While moving the proposition, my friend had the pleasure to say that since we were interested in taxing the rich people and as this measure intended to tax the rich people, it might be accepted. I believe, Sir, there is a vast difference, between the outlook that has been represented here by my friend and the outlook that people on my side are having. Petrol is not being used only by rich people. There are very many common people also who will use it. Nowadays, things like manure, etc. will have be transported by raiyats from distant places and for that they have got to hire lorries. In that way, even the poor man is made to pay more and he is also indirectly taxed.

Sri B. VAIKUNTA BALIGA.—Sir, may I interrupt the Leader of the Opposition ? It is for spirit other than petrol.

Sri K. KENCHAPPA.—For oil ?

Sri B. VAIKUNTA BALIGA.—That is what I meant by saying ‘other than petrol.’

Sri K. KENCHAPPA.—Sir, there are diesel oil lorries. Now, it is proposed to actually double the tax. To that extent the poor who make use of the lorries are taxed. Sir, rich people use more of petrol for their cars; they do not use diesel oil for their vehicles. My friend on the other side was pleased to say that there was no attempt to tax the poor people. Here, there is a greater attempt to tax the poor man because the tax on diesel oil which is mostly used for lorries which will be hired by poor people for transporting things like manure, from distant places, is actually doubled. It is only the poor that hire lorries to transport their things.

Sri. B. VAIKUNTA BALIGA.—Diesel oil is used by big companies, planters etc.

Sri K. KENCHAPPA.—I do not deny that. But, those who own lorries are not poor people. Poor people will only take lorries on hire—purchase system to convey their things. So, there is no force in saying that this oil is used

only by the rich people. On the other hand, it is used by people who are not well placed in life. Moreover, it does not convey the meaning that the person who owns the lorry only uses it. It is used by the poor people to convey their articles to various places. This Bill seeks to increase the burden on the common man. Therefore, it is very difficult for us to accept the proposition.

***Tiru. C. Chettiar.**—**ನಾನ್ನಾಯಿ,** ಆಗ ನಭೇಯ ಮುಂದೆ ಮಂಡಿಸಿರತಕ್ಕಂಥ ಈ ಮನುದೆಯನ್ನು ನಾನು ನಮುಧನೆ ಮಾಡುತ್ತೇನೆ. ಈ ಹೋಟಾರ್ ಸ್ಟೀರಿಂಗ್ ಚಾರ್ಕ್ ಬಿಲ್ಲು ಬಂದೇ ರೀತಿಯಾಗಿ ಇರುವಂತೆ ಮಾಡಬೇಕು. ಈ ತರಿಗೆಯು ಬಂದು ರೀತಿಯಿಂದಲ್ಲಿ ಇನ್ನೊಂದು ರೀತಿಯಿಂದ ಜನತೆಯ ಮೇಲೆಯೇ ಬೀಳುತ್ತದೆ. ಹೀಗಾಗು ಪುದಿರಿದ ನಮಾಜ ವಾದಿ ನಮಾಜ ರಚನೆಯನ್ನು ಮಾಡಬೇಕೆಂಬ ಉದ್ದೇಶಕ್ಕೆ ಎಪ್ಪಣಿರುವುದ್ದಿಗೆ ನಹಾಯಿಕವಾಗುತ್ತದೆಯೇ ಮತ್ತು ಉದ್ದೇಶ ನಾಧಿತವಾಗುತ್ತದೆಯೇ ನನಗಂತಾ ಗೆತ್ತಾಗುವುದಿಲ್ಲ. ಪ್ರತಿಯೊಂದು ಬನ್ನು, ನಾವಾನುಗಳನ್ನು ಬಯ್ದುವಂತಹ ಲಾರಿಗೂ ಡೀಜೆಲ್ ಎಣ್ಣೆಯನ್ನು ಉಪಯೋಗಿಸಲಾಗುತ್ತದೆ. ಬನ್ನುಗಳಿಗೆ ಉಪಯೋಗಿಸಲಾಗುವ ತೆಕ್ಕೋಲು ಮತ್ತು ಡೀಜೆಲ್ ಅಯಿಲ್ ಹೀಲೆ ತರಿಗೆ ಹಾಕಿದರೆ ಬನ್ನುಗಳಲ್ಲಿ ಪ್ರವಾನ ಮಾಡುವಂಧ ಜನನಾಮಾನ್ಯರ ಮೇಲೆಯೇ ಈ ತರಿಗೆಯಾ ಭಾರ ಬೀಳುತ್ತದೆ. ಏಕೆಂದರೆ ಬನ್ನುಗಳಲ್ಲಿ ನರ್ವ ನಾವಾನ್ಯವಾಗಿ ಶ್ರೀಮಂತರು ಪ್ರವಾನ ಮಾಡುವುದಿಲ್ಲ. ನಿತ ಹೀನವನಕ್ಕೆ ಅವಶ್ಯಕವಾದ ಪದಾರ್ಥಗಳ ನಾಗಾಜೀಕರಿಸುತ್ತಿದ್ದಿಲ್ಲ. ಏಣ್ಣೆಯನ್ನು ಉಪಯೋಗಿಸುವ ಲಾರಿಗಳು ಹೆಚ್ಚು ಅನುಕೂಲವಾಗಿರುವುದರಿಂದ ಉಪಯೋಗಿಸುತ್ತಾರೆ. ಈಗ ಬಂದು ಚಾರ್ಕ್ ಹಾಕಬೇಕೆಂದು ಈ ಮನುದೆಯನ್ನು ವಾಂಡಿಸಿದ್ದಿರಿ. ಆದರೆ ಇನ್ನು ಮುಂದೆ ಪುನಃ ಪುನಃ ಈ ಚಾರ್ಕ್ ಬಾಸಿಯಾಗುವಂತೆ ಹೆಚ್ಚುವುದನ್ನು ಮಾತ್ರ ಮಾಡಬಾರದು. ಜನತೆಗೆ ಏನು ಕಷ್ಟವಾಗುತ್ತದೆ ಎಬುದುನ್ನು ಸರಕಾರದ ಗಮನಕ್ಕೆ ತರುವುದು ನನ್ನ ಕರ್ತವ್ಯವಾಗಿದೆ. ನಾನು ಹೇಳುವುದು ಇಂಫೋ : ಈ ರೀತಿಯಾಗಿ ಚಾರ್ಕ್ ಹಾಕಿದರೆ ನಮ್ಮು ತತ್ವಕ್ಕೆ ಅನುಗುಣವಾಗಿ ನಮಾಜ ವಾದಿ ನಮಾಜ ರಚನೆಯ ಕಾರ್ಯ ಯಶಸ್ವಿಯಾಗಿ ನಡೆಯುತ್ತದೆಯೇ ಹೇಳುವುದಕ್ಕೆ ಅಗುವುದಿಲ್ಲ. ಭೂ ಸುಧಾರಣೆಗೆ ಸಂಬಂಧ ಪಡ್ಡ ಮಹತ್ವದ ಬಿಲಾರಬಳಿಗಳನ್ನು ಮಾಡಬೇಕಾಗಿದೆ. ತರಿಗೆಯು ಭಾರವನ್ನು ಯಾರ ಮೇಲೆ ಹಾಕಿದರೂ ಅದು ಇನ್ನೊಬ್ಬ ದೀರ್ಘ ಹೋಗಿ ಬೀಳುತ್ತದೆ. ಈಗ ಹಾಕಾಸಿನ ಪರಿಸ್ಥಿತಿಯ ಮಾಲಕ ಅನಿವಾರ್ಯವಾಗಿ ಈ ಮನುದೆಗೆ ಒಪ್ಪಬೇಕಾಗಿದೆ. ಮುಂದೆಯಾದರೂ ಈ ತರಿಗೆಯು ಒಪ್ಪಿಯಾನ್ನು ನಮಗ್ರಾಗಿ ಯೋಚನೆ ಮಾಡಿ ಹೆಚ್ಚು ತರಿಗೆ ಹಾಕದೆಂತೆ ಮಾಡಬೇಕು ಎಂದು ಪ್ರಾರ್ಥನೆ ಮಾಡಬೇಕೆಂದು ಹೇಳಿ ನನ್ನ ಭಾಷಣವನ್ನು ಮಾಡಿಸುತ್ತೇನೆ.

***Tiru. Y. S. M. ಮಾಡಪ್ಪ.**—**ಕಾಮರಾಜ ನಗರ.**—**ನಾನ್ನಾಯಿ,** ನಭೇಯ ಮುಂದೆ ಇರತಕ್ಕ ಮನುದೆಯನ್ನು ನಾವು ಕೂಲಂಕವಾಗಿ ಯೋಚನೆ ಮಾಡಿದ್ದೀನೆ.

(ಶ್ರೀ ಯು. ಎಂ ಮಾಡಪ್ಪ).

ಒಳ್ಳೆಯ ಭೋರಣಿಗೆ ಅನುಸಾರವಾಗಿ ತಂದಿದ್ದಾರೆ ಏಂದು ಕಾಣಬೇಕಿಲ್ಲ. ಕೆಲವರ ಹಿತ ನಾಧಿನುವ ಸೀತಿಯನ್ನೇ ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ಈ ಮಾನ್ಯದೆಯನ್ನೇ ತಂದಿರುವಂತಿದೆ. ಮೂರನೆಯ ಕ್ರಾಂತಿನಲ್ಲಿ ಈ ರೀತಿಯಾಗಿ ಇದೆ—

“ In the case of petrol—at the rate of 37 naye Paise per gallon, and

in the case of motor spirit other than petrol—at the rate of 19 naye paise per gallon.

and such tax shall be payable by the dealer effecting such sale : ”

ಹೀಗೆ ಇರುವುದರಿಂದ ಒಂದು ಗ್ಯಾಲನ್ ಪೆಚ್ಚೋಲ್ರಿಗೆ 37 ನಯೆ ಹೆಚ್ಚನೇ ತೆರಿಗೆ; ದೀಸೆಲ್ ಮತ್ತಿತರ ಎಣ್ಣೆಗಳಿಗೆ 19 ನಯೆ ಹೆಚ್ಚನೇ ತೆರಿಗೆ ಅಗುತ್ತದೆ. ಒಂದೆ ವಿಧವಾದ ಎಣ್ಣೆಯ ಮೇಲೆ ಒಂದು ರೇಣು, ಮತ್ತೊಂದು ವಿಧವಾದ ಎಣ್ಣೆಯ ಮೇಲೆ ಇನ್ನೊಂದು ರೇಣು ತೆರಿಗೆ ವಿಧಿಸಿದಂತೆ ಅಯಿತು. ಹೀಗೆ ವಿಧಿಸುವುದರಿಂದ ಆಗುವ ಅನ್ಯಾಯ ಮತ್ತು ಅನನ್ಯಕಾಲವನ್ನು ನರಕಾರದವರು ಕೊಲಂಕಪವಾಗಿ ಯೋಜನೆ ಮಾಡಿಲ್ಲ. ಈ ನಂಬಿಂದಧರಲ್ಲಿ ಯಾವ ಎಣ್ಣೆ ಎಪ್ಪು ಖಚಾರಗುತ್ತದೆ; ಯಾವುದು ಹೆಚ್ಚು ಖಚಾರಗುತ್ತದೆ ಎಂಬುದನ್ನು ಯೋಜಿಸಿ ಮಾಡಬೇಕಾಗಿತ್ತು. ಪೆಚ್ಚೋಲ್ರಿ ಲನ ಮೇಲೆ ಹೆಚ್ಚು ತೆರಿಗೆ ವಿಧಿಸಿರುವುದರಿಂದ ಪೆಚ್ಚೋಲ್ರಿ ಹೆಚ್ಚು ಖಚಾರಗುತ್ತದೆ ದೆಂದು ತಿಳಿದು ಕೊಂಡಾಗಿದೆ. ಈ ಅಂಶವನ್ನು ಹೆಚ್ಚು ಮನಸ್ಸಿಗೊಳಿಸುವಿಕಾರವಾದಿ ನೋಡಬೇಕಾಗುತ್ತದೆ. ಪೆಚ್ಚೋಲ್ರಿನ ಮೇಲೆ ತೆರಿಗೆನ್ನು ಹಾಕಿದಾಗ ಅದನ್ನು ತಪ್ಪಿಸಿಕೊಳ್ಳಲು ಸಾಧ್ಯವಾಗುತ್ತದೆಯೋ ಎಂಬುದನ್ನು ನೋಡಬೇಕಾಗುತ್ತದೆ. ಪೆಚ್ಚೋಲ್ರಿ ಉಗಮೋಗಿಸುತ್ತದೆ ಬಸ್ಸುಗಳಿಗೆ ದೀಸೆಲ್ ಎಣ್ಣೆ ಉಪಯೋಗಿಸುವ ಇಂಜಿನ್ಗೆನ್ನು ಹಾಕಿಸುತ್ತಿದ್ದಾರೆ. ಅದ್ದರಿಂದ ಸಂಸಾರದಲ್ಲಿ ದೀಸೆಲ್ ಎಣ್ಣೆ ಹೇರಳಾಗಿ ಖಚಾರಗುತ್ತದೆ. ದೀಸೆಲ್ ಎಣ್ಣೆ ಬಿರುದಿ ಕಡಪೆ. ಒಂದು ಗ್ಯಾಲಾಗೆ ಹೆಚ್ಚು ಹೆಚ್ಚು ದೂರ ಹೋಗಬಿಹುದು. ಅದ್ದರಿಂದ ಮಾಲೀಕನಿಗೆ ಕಡಪೆ ಖಚಿತವಾಗಿ ನಂತರ ಸಂಪಾದನೆ ಯಾಗುತ್ತದೆ. ಅದ್ದರಿಂದ ದೀಸೆಲ್ ಎಣ್ಣೆ ಉಪಯೋಗಿಸುವ ವಾಹನ ಗಳೊಂದನೆ ಪೆಚ್ಚೋಲ್ರಿ ಉಪಯೋಗಿಸುವ ವಾಹನಗಳು ಸ್ಥಿರ ಮಾದರಿರಾಪು. ಇದರಿಂದ ಒಂದು ವರ್ಗದ ಜನರಿಗೆ ಲಾಭವಾಗುತ್ತದೆ; ಮತ್ತು, ಇನ್ನೊಂದು ವರ್ಗದವರಿಗೆ ಹಾನಿಯಾಗುತ್ತದೆ. ಈ ಅಂತ್ಯದಿಯ ಮನುದೆ ಸರಬಾಧಾದೀ ಸರ್ವಾಜರಣೆಯ ತತ್ವಕ್ಕೆ ಅನುಗುಣವಾಗಿದೆಯೇ? ತೆರಿಗೆ ಹಾಕಿದರೆ ಅಥವಾ ನೀತಿ ಬಿಧಾಪಕಾರಿಗೆ ಅಗುತ್ತದೆಯೇ ಎಂಬುದನ್ನು ಯೋಜನೆ ಮಾಡಬೇಕು. ನ ಕಾರ್ಯ ಅನುಸರಿಸುವ ಶ್ರೀರಾಮ ನೀತಿಯನ್ನು ನೋಡಿದರೆ ಇವಾಜದಲ್ಲಿ ಬಿಡವರಾಗಿದ್ದವರು ಇನ್ನೂ ಹೆಚ್ಚು ಬಿಡವರಾಗಿದ್ದವರು ಇನ್ನೂ ಹೆಚ್ಚು ಬಿಡವರಾಗಿದ್ದವರು ಹೇಳಿದ್ದೀರ್ಳಾರೇ ನಾವ ಮೇಲಿಂದ ಮೇಲೆ ಎತ್ತಿ ತೋರಿಸುತ್ತೀರ್ಳಾರೇ ಬಂದಿದ್ದೇವೆ. ಪೆಚ್ಚೋಲ್ರಿ ಮತ್ತು ದೀಸೆಲ್ ಅಯಿತು

ಪೆಚ್ಚೆ ಹೇಳಿಸಿರುವ ತೆರಿಗೆದರವಲ್ಲಿ ವ್ಯತ್ಯಾಸಿಸಿರುವ ದರಿಂದ ಈ ಮನುದೆಯನ್ನು ವಿರೋಧಿಸುತ್ತೇನೆ.

*ಶ್ರೀ ಎಚ್. ಎಸ್. ರುದ್ರಪ್ಪ.—ತೆರಿಗೆಯನ್ನು ಜಾಸ್ತಿ ಮಾಡಬೇಕೆಂದು ಹೇಳುತ್ತೀರ್ಳಾರೇ ನಾ ಕಡಮೆ ಮಾಡಬೇಕೆಂದು ಹೇಳುತ್ತೀರ್ಳಾರೇ?

ಶ್ರೀ ಯು. ಎಂ. ಮಾಡಪ್ಪ.—ಪೆಚ್ಚೋಲ್ರಿ ಎಪ್ಪು ಉಪಯೋಗಿಸಲಾಗುತ್ತದೆ? ಇಂಡಿಯಾ ಆಯಾಲ್ ಎಪ್ಪು ಉಪಯೋಗಿಸಲಾಗುತ್ತದೆ? ಯಾವುದರಿಂದ ಹೆಚ್ಚು ತೆರಿಗೆಯ ಆದಾಯ ಬರುತ್ತದೆ ಮತ್ತು ತೆರಿಗೆಯ ಭಾರ ಯಾರ ಮೇಲೆ ಬ್ಯಾಂಕುತ್ತದೆ? ಇದನ್ನು ಅರ್ಥಮಾಡಿ ಕೊಂಡರೆ ಬಲ್ಲವರ್ಧಿ ನಷ್ಟವಾಗಿ ತಿಳಿಯುತ್ತದೆ ಎಂಬುದನ್ನು ಹೇಳಿನನ್ನು ಭಾಷಣವನ್ನು ಮಾಡಿಸುತ್ತೇನೆ.

4-30 P.M.

*SRI N. RACHIAH (Hunsur—Scheduled Castes).—Mr. Speaker, Sir, this Bill is a very simple Bill. My Hon'ble friends in the opposition like myself are always in favour of socialistic pattern of society. The Government should see that more amenities and more facilities are given to the poorer sections of the society. I am one of the very staunch supporters of socialistic pattern of society. I am very sorry that they oppose a simple Bill of this type. They have said that by raising the minimum wages and also by giving more economic and industrial support to the poor people they can raise the standard of the people or the economic income of the people. But can they raise the standard of the people without taxation at all? I do not see really how by raising the tax from $1\frac{1}{2}$ annas to 3 annas, according to this simple measure, Government will be taxing the poor people. Now there is a population of two crores in our State and out of this may be one crore of people who are adults and how many of these people travel in buses, I want to question. Very few people travel in bus and even if they so travel, how many travel from Bangalore to Mangalore and how many from the poor section of people travel from Bangalore to Hubli? Very poor people will not make use of bus or any transport. Perhaps a man who earns a rupee a day may use a bus for some distance only, but he cannot afford to go by bus to a far off place. Some of my friends in the Congress Party feel that by not taxing the people we cannot run the administration at all and moreover our country is a country

where at least 90 per cent of the people are poor. But to give more economic, social and educational facilities, there must be more and more taxes. Compared to other countries, our country is having lesser taxation and compared to other States, the Mysore State is having still lesser taxation and as such we should tax more and more petrol and diesel oil and I am aware that by increasing the tax from $1\frac{1}{2}$ annas to three annas there will be an indirect tax on the poor sections of the people, but we cannot help it. A passenger according to Sri Sivappa may have to pay, instead of 12 annas, $12\frac{1}{2}$ annas tomorrow when this Act is given effect to. But if the Government attempts to raise the standard, as he says, by giving land to the landless or raising the minimum wage from 10 annas to 12 annas, it will offset the increase in tax. It is not a socialistic pattern of society to raise the standard of life by not taxing even those who can afford to pay. This is a non-controversial Bill and a very simple Bill and I hope the Opposition members, instead of opposing this Bill, will unanimously support it and see that this Act comes into force with immediate effect. With these observations, I very strongly support the Bill and I hope the House will pass this Bill without any further discussion.

*ಶ್ರೀ ಬಿ. ಕೆ. ಪತ್ತಾರಾಮಯ್ಯ (ಕನ್ನಡಪಟ್ಟಣ).—ನ್ಯಾಯಿ, ಈ ಬ್ಲಿನ್ಸ್‌ನ್ಯಾಯ ವೀರೋದಿನುತ್ತಾ ಇಲ್ಲ. ನಮ್ಮ ಮಾನ್ಯ ಮಿತ್ರರಿಗೆ ಒಡವರು ಮುಂದೆ ಹೋಗಲಿ ಎಂದು ಆಶೆ. ಬಹಳ ಸಂತೋಷ. ಅವರ ಅಭಿಪೂರ್ವವು ಹಾಗೆಯೇ ಬೆಳೆಯುತ್ತಾ ಇರಲಿ, ಎಂದು ಅವರಿಗೆ ನನ್ನ ಪಾರಿಧನೆ. ಈಗ principle ನಲ್ಲಿ ವೃತ್ತಾನ್ತ ಕಾಲಿತ್ವ ಇರುವದರಿಂದ, ಆ principle ಸರಿಮಾಡಿಬ್ಬಿಸ್ತರೆ, ಎಲ್ಲಾ taxes ಅನ್ನೊ ಸರಿಮಾಡಿಕೊಳ್ಳಬಹುದು. ಸರಿಮಾಡಿಕೊಳ್ಳಬೇಕಾದರೆ ಕಾಲಾವಕಾಶ ಬೇಕು. ಇಪ್ಪು ರಲ್ಲಿ ಏನೂ ರಾಜ್ಯ ಮುಖ್ಯಗಳಿಗೆ ಹೋಗುವುದಿಲ್ಲ. ಇನ್ನೊಂದು ಸೆವನಾಗೆ ಈ ಬ್ಲಿನ್ಸ್ ತರಬಹುದು. ಮೌಷ್ಣ್ಯಮಾದಲು ಈ ಬಿಲ್ನೇ ನೇರ್ಪು ತಾಪ್ಯ ಬಿಗ್ರಿಂತ ಮುಂಂತ ಇಟ್ಟು ನಮ್ಮ ಅಭಿಪೂರ್ವ ತೆಗೆದುಕೊಳ್ಳಬಹುದು. ಇದಕ್ಕೆ ಜಾಸ್ತಿ ಮಾಡಬೇಕೇ, ಅದಕ್ಕೆ ಜಾಸ್ತಿ, ಮಾಡಬೇಕೇ ಅಥವಾ ಕಡವೆ ಮಾಡಬೇಕೇ ಎಂದು ಹೇಳುವದಕ್ಕೆ ಕಾಲ ಬೇಕು. ಬಂಡಿತವಾಗಿಯೂ, ನಾವು ಜಾಸ್ತಿ ಮಾಡಿ ಎಂದು ಹೇಳುತ್ತೇವೆ. ಹೆಚ್ಚಾಗಿ ಹಾಕಿ ಇಪ್ಪು ತಾತ್ಕಾಲಿಕವಾಗಿ, ಅವಸರದಲ್ಲಿ ಪಾನ್ ಮಾಡಬೇಡಿ. ನಾವೂ ನಿಮ್ಮ ವರು. ನಮ್ಮನ್ನೂ ದಯವಾಡಿ ನಂಬಿ. ಮುಂದಿನ ಸಹಜ್ಯ ವರೆಗೂ ಒದಿ ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಲ್ಲಿ ವದಕ್ಕೆ ಅವಕಾಶ ಕೊಡಿ. ದೇಶದ ಹಿತದ್ವಿಷಯಿಂದ ನಾನು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ, ಈ ಬ್ಲಿನ್ಸ್ ಒಮ್ಮತ ದಿಂದ ಪಾನ್ ಮಾಡುವುದಕ್ಕೆ ಅವಕಾಶ ಕೊಡಿ ಎಂದು.

ಒಂದು ಗ್ಯಾಲನ್ ಪೆಟ್ರೋಲಿಗೆ ಒಂದು ಬಿನ್ಸನ್ನು 10 ಮೈಲ್ ಒಡಿಸಬಹುದು. ಅದೇ ದಿನ ಅಲ್ಲಿ ಅದೆ ಒಂದು ಗ್ಯಾಲನ್‌ಗೆ (ಸುಮಾರು) 18-20 ಮೈಲ್ ಒಡಿಸಬಹುದು. ಪೆಟ್ರೋಲಿಗಿಂತ, ದಿನಸೆರ್ ಅಲ್ಲಿ ನಲ್ಲಿ ಏರದರಷ್ಟು ದೂರ ಒಡಿಸಬಹುದು. ದಿನಲ್ಲಿ ಎಲ್ಲೊಂದು ಒಡಿಸುವಾಗ cheap ಆಗಿ work-out ಅಗುತ್ತದೆ. ಅದರೂ ಪೆಟ್ರೋಲ್ ಉಪಯೋಗಿಸುವವರು ಜಾಸ್ತಿ ಸುಂಕ ಕೊಡಬೇಕಾಗುತ್ತದೆ. ಅದರಿಂದ, ಮೌದಲು, ಯಾವುದು cheap ಆಗಿ work-out ಅಗುತ್ತದೆ, ಯಾವುದು ದುಬಾರಿ ಆಗಿ work-out ಅಗುತ್ತದೆ ಎಂಬುದನ್ನು ನೋಡಬೇಕು.

We are not opposing the Bill.

ನಾವು Socialistic Pattern of Society ಎಂದು ಹೇಳುವಾಗ Socialism ಹೇಳುತ್ತೇವೆ. ತಾವು “pattern” ಹೇಳುತ್ತಿರಿ. ನಮ್ಮ ಮಾನ್ಯ ಮಿತ್ರರಿಗೆ ಒಡವರು ಮುಂದೆ ಹೋಗಲಿ ಎಂದು ಆಶೆ. ಬಹಳ ಸಂತೋಷ. ಅವರ ಅಭಿಪೂರ್ವವು ಹಾಗೆಯೇ ಬೆಳೆಯುತ್ತಾ ಇರಲಿ, ಎಂದು ಅವರಿಗೆ ನನ್ನ ಪಾರಿಧನೆ. ಈಗ principle ನಲ್ಲಿ ವೃತ್ತಾನ್ತ ಕಾಲಿತ್ವ ಇರುವದರಿಂದ, ಆ principle ಸರಿಮಾಡಿಬ್ಬಿಸ್ತರೆ, ಎಲ್ಲಾ taxes ಅನ್ನೊ ಸರಿಮಾಡಿಕೊಳ್ಳಬಹುದು. ಸರಿಮಾಡಿಕೊಳ್ಳಬೇಕಾದರೆ ಕಾಲಾವಕಾಶ ಬೇಕು. ಇಪ್ಪು ರಲ್ಲಿ ಏನೂ ರಾಜ್ಯ ಮುಖ್ಯಗಳಿಗೆ ಹೋಗುವುದಿಲ್ಲ. ಇನ್ನೊಂದು ಸೆವನಾಗೆ ಈ ಬ್ಲಿನ್ಸ್ ತರಬಹುದು. ಮೌಷ್ಣ್ಯಮಾದಲು ಈ ಬಿಲ್ನೇ ನೇರ್ಪು ತಾಪ್ಯ ಬಿಗ್ರಿಂತ ಮುಂಂತ ಇಟ್ಟು ನಮ್ಮ ಅಭಿಪೂರ್ವ ತೆಗೆದುಕೊಳ್ಳಬಹುದು. ಇದಕ್ಕೆ ಜಾಸ್ತಿ ಮಾಡಬೇಕೇ, ಅದಕ್ಕೆ ಜಾಸ್ತಿ, ಮಾಡಬೇಕೇ ಅಥವಾ ಕಡವೆ ಮಾಡಬೇಕೇ ಎಂದು ಹೇಳುವದಕ್ಕೆ ಕಾಲ ಬೇಕು. ಬಂಡಿತವಾಗಿಯೂ, ನಾವು ಜಾಸ್ತಿ ಮಾಡಿ ಎಂದು ಹೇಳುತ್ತೇವೆ. ಹೆಚ್ಚಾಗಿ ಹಾಕಿ ಇಪ್ಪು ತಾತ್ಕಾಲಿಕವಾಗಿ, ಅವಸರದಲ್ಲಿ ಪಾನ್ ಮಾಡಬೇಡಿ. ನಾವೂ ನಿಮ್ಮ ವರು. ನಮ್ಮನ್ನೂ ದಯವಾಡಿ ನಂಬಿ. ಮುಂದಿನ ಸಹಜ್ಯ ವರೆಗೂ ಒದಿ ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಲ್ಲಿ ವದಕ್ಕೆ ಅವಕಾಶ ಕೊಡಿ. ದೇಶದ ಹಿತದ್ವಿಷಯಿಂದ ನಾನು ಕೇಳಿಕೊಳ್ಳುತ್ತೇನೆ, ಈ ಬ್ಲಿನ್ಸ್ ಒಮ್ಮತ ದಿಂದ ಪಾನ್ ಮಾಡುವುದಕ್ಕೆ ಅವಕಾಶ ಕೊಡಿ ಎಂದು.

*Sri M. RAJASEKHARA MURTHY (T. Narasipur).—I would be very brief, Sir. I only want to say one or two words in respect of the Bill.

One Hon'ble Member of the Opposition advanced certain arguments and said that diesel oil was being used only by the poor people and not by the rich. It is not correct to say so, because most of the big companies which are operating a number of buses investing lakhs of rupees are running their buses with diesel engines. Most of the petrol enginess have now been converted to diesel buses. Petrol lorries have been converted into diesel lorries. Diesel cars also are being manufactured and many of the present day cars would have been replaced by diesel cars but for the restrictions.

“in the case of petrol—at the rate of thirty-seven naye Paise per gallon, and

in the case of motor spirit other than petrol—at the rate of nineteen naye Paise per gallon;”

ಒಂದು ಇಡೆ. ಹೀಗೆ ಹೇಳಿದಾರೆ. ಒಂದು gallon petrolಗೆ 37 ನಯೆ ಪ್ರೇಸೆ ತೆಗೆ ಹಾಕಿದ್ದೀರೋ.

(SRI M. RAJASEKHARA MURTHY).

Another argument advanced by my friend Sri Sivappa was, if tax was levied on diesel oil, the bus operators would shift the burden on to the public. It is not also correct, because the rate he has to charge per mile has been fixed and if the operator enhances the rate, he will be liable for prosecution. Therefore there is no scope for enhancing the rate for road traffic and there is no need for the apprehension expressed by him.

SRI M. C. NARSIMHAN (Kolar Gold Fields).—I will be very brief, Sir. Since others have already spoken, I do not take much time. Several of the Hon'ble Members have pointed out the rather inequitable distinction sought to be made between petrol and diesel oil *i.e.* spirits other than petrol. It has already been explained and I join with my colleagues and say that the levy is inequitable. There is no accompanying statement also in the Bill to help us to determine the serious consequences that would arise if we pass this Bill. If at least the concerned Minister could give us a statement as to the probable increase in revenue and the probable revenue as it stands now, in respect of these two items, namely, petrol and motor spirit other than petrol, it would help us greatly. We would also like to know the rates prevalent in other integrating areas. That is, if it is sought to be brought on par with the neighbouring State, the present Madras and present Bombay States, the rates prevalent in those areas. Secondly, Sir, if this inequitable distinction is sought to be made, it means that so far as those who use petrol are concerned they have to pay more whereas those who use diesel oil etc., are concerned they have to pay less. For example you find that most of the road goods traffic use only spirits other than petrol. Now, if the intention was to get revenue, which has been stressed in the other Act, I do not know the reason why the same higher rate should not be prescribed for both. If it is not the intention to get more revenue and if it is only on the grounds of equity or other considerations, then there is no reason why the lower rate

should not be prescribed in the case of motor spirit other than petrol. I cannot understand the logic behind this particular distinction sought to be made. If a clarification is forthcoming, it will help us to participate in the discussion much better.

SRI U. S. NAYAK (Udipi).—Mr. Speaker, Sir, on 13th May 1957 the oil companies increased the rate by one anna per gallon of petrol or 6 nP and 3 nP on H.S.D. (High speed diesel oil). On 17th May 1957 the Central Government has also increased their excise duty by 27 nP per gallon of petrol and 15 nP per gallon of HSD. Now if the Mysore Government also is going to increase the tax, it would be very hard for the bus operators to operate their buses. I would therefore request the Government to maintain the *status quo*, that is to say, at the rate at which they are levying duties at present. That is all I have got to say.

SRI B. VAIKUNTA BALIGA.—Sir, I am sure the various members who have participated in the debate have been very helpful in their criticism that they have made.

Sir, I have been told that there is a certain amount of inequity in having different rates for two kinds of commodities which serve a similar purpose. Sir, there is this aspect to be considered. When tax on petrol was increased, it was well known that a large number of vehicles changed to diesel oil, because in the ultimate expenditure that is incurred, to run a similar trip, expenses in the case of diesel oil would be very much less. Therefore, this change-over of a large number of vehicles to diesel oil, brought the income under the head petrol tax, to a lower level. And it was an unfair competition running between two kinds of vehicles that really necessitated the enhancing of the duty so far as diesel oil or spirits other than petrol, are concerned. Legislation had therefore to be undertaken in this behalf and the rates now proposed in the Bill are already in vogue in certain parts of the State and it is an attempt to bring about uniformity and not at all with regard to maintaining any inequity or inequality.

between the different kinds of fuels that are employed.

Sir, the question therefore arises as to whether there is really great hardship upon that part of the State where lower rate prevailed. Sir, I should feel that they have enjoyed the privilege of low rate for so long a time and they should not grudge paying a little higher while other citizens or citizens from other parts of the State have been paying higher rate. I cannot understand the force of the criticisms that have been levelled by saying that the poor man is going to be put to trouble. When a truck is run with the use of petrol and when the same thing is run with the use of diesel oil, the expenses would be less in this latter case and particularly when the Government is in need of revenue, it would be the proper thing to tax the margin of profit which is high in the case of diesel oil vehicles and thereby try to equalise. So, far from being inequitable or unjust, Sir, I feel by doing this, we are not allowing any person who is making a higher margin of profit to go without paying his due share of duty to the Government and if this is sought to be done by introducing this Bill, it is not adding any hardship to anybody.

Sir, with regard to the use of vehicles by the poor man, I really do not understand the criticism because the poor man uses the petrol driven buses as much as anybody else and if he does not travel, he does not use either. If we take the overall picture, Sir, I should feel that it is the rich man who is taxed much more because the chances of the rich man availing himself of these transport vehicles compared to the poor man, will stand in the ratio of perhaps 90 : 10.

It was also asked whether I can possibly give exact figures with regard to the total quantity. Sir, it is a rather difficult question to answer because figures will have to be gathered from the five integrating areas. A overall picture has been taken of the problem as it stands today and it is only after the Government was satisfied that it was a fair and equitable measure and that uniformity should be evolved that this Bill has been brought in. I am

sure that Hon'ble Members will be satisfied with the explanation which I have given and will certainly withdraw their opposition to this measure.

Sri M. C. NARASIMHAN.—Does the Hon'ble Minister assure that the passenger rates will not be increased?

Sri B. VAIKUNTA BALIGA.—I believe it would be so, Sir.

Mr. SPEAKER.—The question is :

“That the Mysore Sales of Motor Spirit Taxation Bill, 1957, be considered.”

The motion was adopted.

Mr. SPEAKER.—The Bill will now be read clause by clause. As there are no amendments, I will put all the clauses to the House.

The question is :

“That clauses 2 to 29, both inclusive, clause 1 the Title and Preamble stand part of the Bill.”

The motion was adopted.

Clauses 2 to 29, clause 1, the Title and the Preamble were added to the Bill.

Motion to pass.

Sri B. VAIKUNTA BALIGA.—Sir, I move :

“That the Mysore Sales of Motor Spirit Taxation Bill, 1957 be passed.”

Mr. SPEAKER.—The question is :

“That the Mysore Sales of Motor Spirit Taxation Bill, 1957, be passed.”

The motion was adopted.

Minister's Statement

Re. *Excise Sales*

Sri M. MOHAMED ALI (Minister for Excise).—Mr. Speaker, Sir, the other day, Hon'ble Sri Muckannappa stated on the floor of the Assembly that there was a fall of forty to fifty lakhs of rupees in the Excise revenue this year and there was criticism in regard to the